

BIWEEKLY NEWS MAGAZINE



THE BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



♦♦ VOL 2 NO. 3 ♦♦
FEBRUARY 7, 1991

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Tom Barlow, Tomtronics

PUBLISHER NOTES

By Gary S. Golas

As much as we try to write and present to you the more positive news of the fishing industry and the New Bedford waterfront, it appears as though last week's full moon brought us nothing but negative news. While the war rages on in the Middle East, anyone trying to do any business on the bridge and in the north terminal have been saddled with major problems of their own. It concerns the Fairhaven/New Bedford bridge.



We all knew that for years the plans to replace the span has been a political nightmare. While the debate went on and on, it was just a matter of time before its age caught up to its daily grind of lifting and turning. Now with a number of fishing vessels stranded to its north, and who knows for how long, just maybe its time once again to send a strong message to our political officials to get to work and take *real* action this time. With the economy the way it is, most businesses cannot afford to stop doing business simply because public officials failed to act soon enough. Let them know about it!

Cover Photo: The Fishing Vessels Shannon III and Isabel S laying idle in the north terminal are among others not able to get out of the harbor due to the repairs of the Fairhaven New Bedford Bridge in the background.

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Ship to Shore

Messages from offshore and home

Happy Birthday to

Feb. 7, Capt Doug Swain

Feb. 8 Bob Bampus

Feb. 9 Capt Dick Harris & Bill Macomber

Feb. 12, Bob Perry

Feb. 13, Alan Sherman

Feb. 14, Steve Villa

Feb. 15, Charlotte MacLean

Feb. 18, David Saunders

Feb. 19, Robert Power, Jim Moriarty &

Capt Ray Starvish

Feb. 20, Ray Lagares

Feb. 21 Capt. Chris Olsen & David Sherman

Special Thanks to WBSM's Bill Brennan for
these messages! If you would like your
messages on WBSM call Bill at 993-5091

My Dearest Richard,

*On this very special
Birthday I want you to
know how much you mean
to me.*

*You're the joy of my life,
the finest of men, and the
husband I'd marry all
over again!*

Happy Birthday Darling.

All My Love,
Janet

To: Capt. Richard Rose, F/V Alpha Omega II
From: Janet Rose, Jan. 26th

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HAPPY BIRTHDAY (FEB 7)
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CAPT JACK PETERSON
WN 34

Also from all of us at The Barnacle!

Happy Birthday Lynn.
Wish I could be there
to say it in person.
I sure miss you,
Mom

To: Lynn Dupont
From Janna Musgrove, Lancaster, Cal
(Special Thanks for the kind note to The Barnacle!!)

HAPPY BIRTHDAY TO

2/7 CAPT. DOUG SWAIN
F/V AMBASSADOR
(FROM DON & PAUL)

2/8 CAPT. KEN RISDAL
F/V PROSPECTOR

2/9 CAPT. DICK HARRIS
F/V MARISSE ANNE

2/13 CAPT. DAN EILERTON
F/V LIBERTY
(BROTHER TIM)

2/18 TONY DEMELLO OF
D-Fillet Co.
ARNOLD HARRISON
LUMBER

2/19 CAPT. RAY STARVIS
F/V COURAGEOUS

For your message on the
WNBH Waterfront Report
call Larry Oliveira at 996-3371

Your Personal Message can appear here in **SHIP TO SHORE**... handwritten by you...free of charge. Simply write your birthday, anniversary, good luck wish or poem, on a plain white paper with a black pen or typed...include full names who is sending it and who the message is for, vessel names and

Mail it to...The Barnacle, P.O.Box 71,
Fairhaven, Ma 02719.

Deadlines are the first and third Friday of each month for the preceeding issue.

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Malakye

Fairhaven/New Bedford Bridge Out Of Commission

No Word On How Long It Might Take For Repairs

After years of hydraulically lifting and turning the old span which connects Fairhaven with New Bedford has broken down. On a morning turn on January 23rd the center pin which keeps the bridge centered as it turns to allow boat traffic through reportedly broke in four places. As a result the bridge is inoperable to both vehicle and marine traffic.

A number of fishing vessels have been stranded on the north side unable to head back out to sea. Those vessels include The F/V Fearless, Shannon III, Mary D, and Isabel S to name a few. Businesses along the bridge report a dramatic decrease in business as well.

The pin is reported to be about four feet

wide and two feet high. State officials say it would be impossible to speculate how long the 90 year old bridge would be closed. Workers are presently concentrating on how they can at least open to span for vessel traffic. A bridge expert from Pennsylvania was also summoned to lend a helping hand to understand how the pin could be repaired.

Over the years, various plans have been proposed to replace it with a modern span. It included plenty of hot debates with area businesses and political leaders. However, four years ago the state decided that the bridge would be restored rather than replaced.

Since the closure vehicular traffic has been heavy in the Coggeshall Street area.

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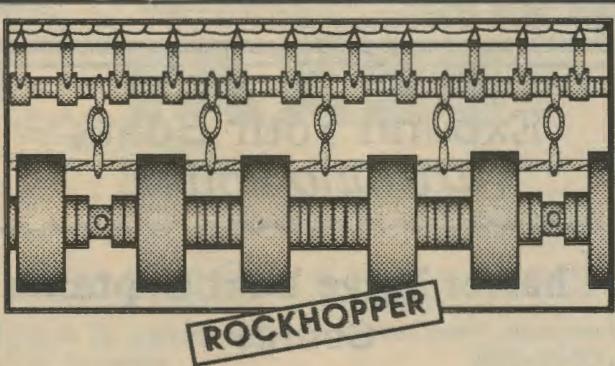
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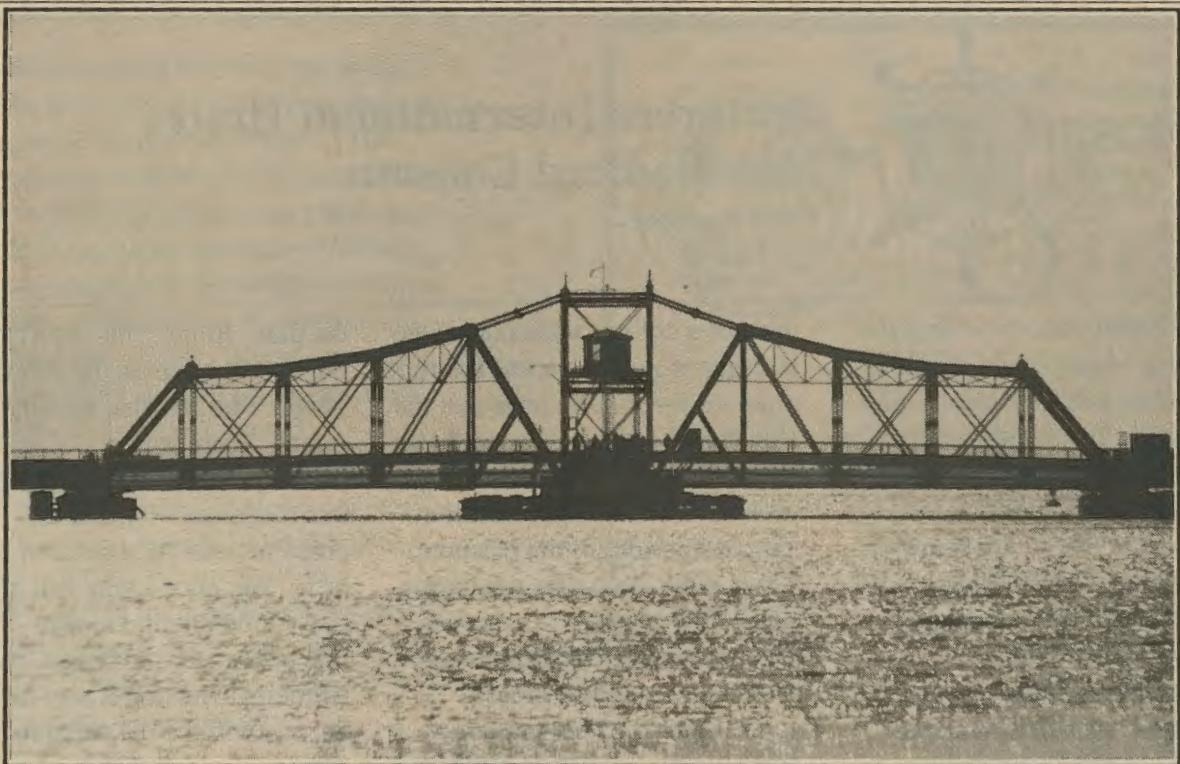


Photo by Gary Golab

A view of the troubled bridge from the north terminal area looking south. State workers continue to work to repair the span closed to both boat and vehicle traffic for two weeks now.

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Maritime Injuries?

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BOSTON

RAYNHAM

HYANNIS



Seafarers International Union New Bedford Column

Henri Francois

Recently, the New England Fisheries Management Council held public hearings locally, and in Danvers, to solicit testimony on proposed conservation plans to protect both the shellfish and groundfish, stocks. The hearings were well attended and produced a wide degree of commentary from local fishermen to boatowners to some who present themselves as "representatives," or spokesmen, for the industry. One such measure endorsed by a "industry representative" was a mandatory minimum number of days of lay-over between trips.

In 1986, the S.I.U. proposed just such a measure in negotiations with the scalloping and dragger fleets, and we were opposed by this same "industry representative", who is now publicly advocating that just such a plan be instituted. It is regrettable that so much time, and so many resources, had to be wasted before those in the industry could see the light, and realize that what the S.I.U. was proposing back then, was being done in an attempt to preserve the future of the fisheries, and not to diminish, or destroy, any individual or group in the industry.

There is no doubt that there

must be a conservation plan if the resource is to survive and return to previous levels. We hope that the plan that is eventually adopted by N.E.F.M.C. is one that is reasonable, and will protect the long term health of the resource, while at the same time not overly increasing the economic burden of the fishermen to the point where he is forced out of business.

However, these measures alone are not enough to return the industry to the health or status of

the past. In fact, any such plan might will increase the substantial "Black Market" that already exists. There is no place in the industry for those who engage in this illegal activity, and this problem must be addressed as well. We, once again, call on the city administration to take immediate steps to reopen the municipal Auction Room on Pier #3, and enforce the existing city ordinance regulating the operation of the Auction House. This is an

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action that is long overdue, and would benefit the entire industry, boat-owners, crew members and fish buyers. The reopening of a closely monitored auction room would guarantee a fair price, and diminish the illegal practice of selling catches off the board, to hide undersized products, cash income, or payments to fictitious individuals. These activities have for years cheated the fishermen's pension fund, led to criminal investigations, and convictions, and undercut the reputation and integrity of the industry. Changes must be made, and it is incumbent upon the city administration to initiate such steps that will halt these activities and establish a sense of trust among those who work in, and regulate, the industry.



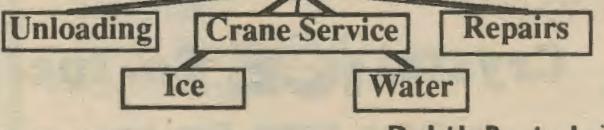
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Area Men Qualify For Coast Guard Awards

George Barlow of North Dartmouth has been awarded a Basic and Advanced Marine Fire Fighting Certificate by the Cape Cod Marine Institute. The certificate is required by the U.S. Coast Guard for Merchant Marine Officer licenses.

Barlow earned the certificate by completing a five-day course at Northeast Maritime in New Bedford and at the Barnstable Fire and Police Learning school in Hyannis, MA.

Barlow is second mate employed by Marine Transport Lines. He is presently a student at Northeast Maritime preparing for a U.S. Coast Guard Chief Mate's exam.

Captain John P. Anderson of New Bedford was awarded a U.S. Coast Guard Master 500t and Mate 1600t Near Coastal License. In addition, he was awarded an Able Seaman Lifeboatmen rating.

The license authorizes Anderson to captain vessels, including auxiliary sail, up to 500t and to mate on vessels including auxiliary sail up to 1600 tons vessels out to 200 miles off shore.

Captain Anderson passed the Coast Guard test after completing a Houston Marine exam-prep course at Northeast Maritime in New Bedford.

He previously held a Master, 100 ton license. During the past seven years he has been employed as a captain or mate on various vessels.

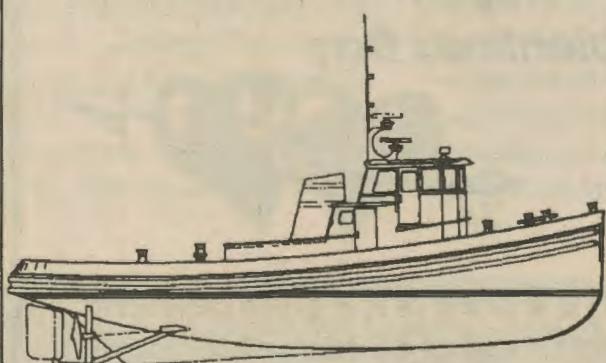


George Barlow



Captain John Anderson

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SCALLOP LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Monday, January 21, 1991

No Scallopers At Auction

Tuesday, January 22, 1991

Venture 9,000 lbs \$4.29 Channel

Wednesday, January 23, 1991

No Scallopers At Auction

Thursday, January 24, 1991

No Scallopers At Auction

Friday, January 25, 1991

No Scallopers At Auction

Monday, January 28, 1991

Andrea Jean 8,000 lbs. \$4.21 Channel

Tuesday, January 29, 1991

Massachusetts 6,800 lbs. \$4.30 Channel

Wednesday, January 30, 1991

No Scallopers At Auction

Thursday, January 31, 1991

Diligence 10,000 lbs. \$3.95 Channel
Resolute 10,000 lbs. \$3.70 Channel/Georges

Friday, February 1, 1991

No Scallopers At Auction

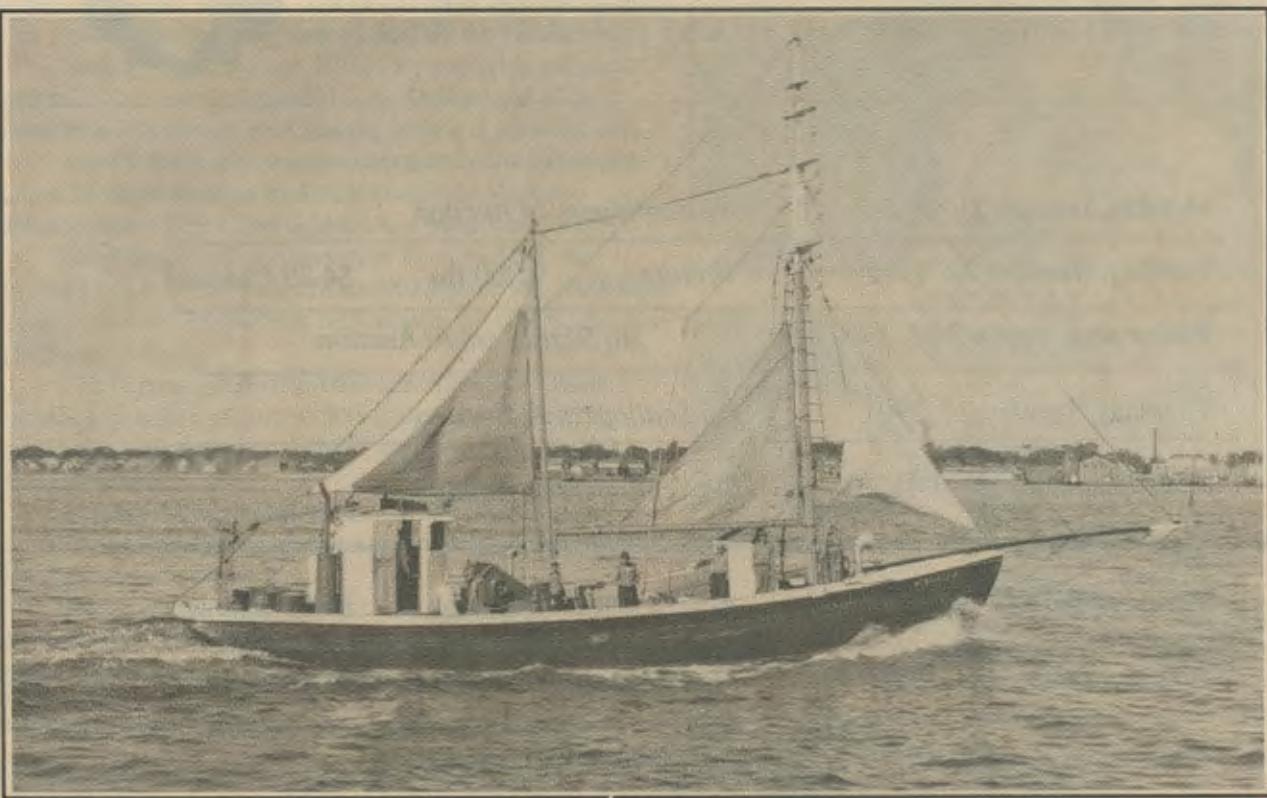
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Thanks To James Rocha For Submitting These Rare and Old Offshore Photos Of The F/V Winifred M



Above Photo: These photos taken in early 1950 feature the swordfishing vessel Winifred M heading out of the harbor. Right Photo: a fisherman looks out for swordfish from the bowsprit with a harpoon in hand waiting for word from his lookouts at the top of the mast. Notice the equipment on the deck.





Above Photo: The lookouts keep a sharp eye out for swordfish as the Winifred M keeps on sailing.

Right Photos: An unidentified fisherman walks among the swordfish which have been harpooned, retrieved by dory and hoisted on deck. Notice the incredibly large size of the fish

ATTENTION ALL FISHERMEN:

The Offshore Mariners Association offers you the chance to win \$25 simply by entering your offshore photos in the Barnacle Contest. If the photos are chosen, they will be published on the Barnacle front cover and center pages.

1. All photos must feature offshore shots.
2. Call 999-4255 to have your photos picked up or mail them to *The Barnacle, P O Box 71, Fairhaven, MA 02719.*



DRAGGER LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Blue Seas II 19,800/ C-Venture 10,300/ Isabel S 22,000/ Lucky Venture 16,600/ Neves 19,200/ Ria De Aveiro 22,400/

Sunshine 22,000 13,200 lbs Haddock Large 1.60-1.70/ Scrod 1.30-1.60

TOTAL 132,300 LBS 49,700 lbs Cod Whale 1.15/ Large 1.15-1.30/ Market 1.20-1.30/ Scrod 1.05-1.30

3,600 lbs Blackbacks Large 1.80-2.00/ Small BB 1.60-2.00/ PW 1.00

600 lbs Dabs Large 1.25/ Small 1.00/ PW .60

Monday

Jan. 21, 1991

4,900 lbs Sand Dabs 1.00

60,300 lbs Yellowtails 100-120 count 1.55-1.80/ 140-160 count 1.54/ 150-170 count 1.55/ 160-180 count 1.55-1.60

Fisherman 19,300/ Galaxy 6,000/ Imigrante 17,300/ Kelly Ann 13,000/ Libby II 10,000/ Lucimar 11,400/

Luso American I 17,000/ Sancor 14,700/ Shannon III 15,500

TOTAL 124,200 LBS

200 lbs Haddock 2.00

64,300 lbs Cod Whale 1.00/ Large 1.00/ Market 1.20-1.29/ Scrod 1.00-1.10

6,700 lbs Georges Lemonsole 2.10-2.20/ LBB 1.90-2.00/ SBB 1.80

8,500 lbs Blackbacks Large BB 1.60-2.00/ Small BB 1.50-2.00/ PW 1.00-2.00

1,000 lbs Pollock .85

2,500 lbs Dabs Large 1.70/ Small 1.70/ PW 1.00

17,400 lbs Sand Dabs 1.25-1.60

23,600 lbs Yellowtails 100-120 count 1.75-1.85/ 160-180 count 1.75

Lady Jay 9,900/ Mary K 19,000/ Stirs One 21,500/ Valkyrie 20,100

TOTAL 70,500 lbs

8,000 lbs Haddock Large 1.60/ Scrod 1.25

45,000 lbs Cod Whale 1.17/ Large 1.15-1.30/ Market 1.25-1.30/ Scrod 1.25-1.30

4,900 lbs Blackbacks Large 2.00-2.20/ Small BB 2.00-2.05/ PW .80

4,000 lbs Sand Dabs 1.45-1.50

8,600 lbs Yellowtails 100-120 count 1.85-2.00/ 160-180 count 1.85

Covered Wagon 36,800/ Act II 29,000/ Faro 21,500/ Helen Marie 21,400/ Jenny & Cristina 22,400/ Lucisaura 15,400/

Sea Siren 19,700/ Vila De Ilhavo 19,700/ Voyager I 18,400

TOTAL 204,300 LBS

14,000 lbs Haddock Large 1.50-2.00/ Scrod 1.50-2.00

75,800 lbs Cod Whale & Large 1.10-1.30/ Market & Scrod 1.20-1.30

11,500 lbs Blackbacks Large BB 2.00-2.25/ Small BB 1.90-2.25/ PW .60-1.00

1,300 lbs Dabs Large 1.00-1.40/ Small .80-1.20/ PW 1.00

400 lbs Greysole Large 3.00/ Small 2.50

41,100 lbs Sand Dabs .75-1.25

60,200 lbs Yellowtail Flounder - 90-110 count 1.55/ 100-120 count 1.30-1.55/ 150-170 count 1.60/ 160-180 count 1.30-1.60

Elizabeth 9,500/ Foz Do Montego 13,300/ Impulse 15,400/ Sea Escape 16,700/ Shelagh K 21,500/ Virginia Sands 19,800

TOTAL 96,200 LBS

4,900 lbs Haddock Large 1.30-1.50/ Scrod 1.00-1.25

45,000 lbs Cod Whale 1.20/ Large / Market/ Scrod 1.15-1.25

3,500 lbs Blackbacks Large BB 2.00-2.10/ Small BB 1.50-1.95

13,700 lbs Sand Dabs .70-.79

29,100 lbs Yellowtail Flounder- 100-120 count 1.40-1.50 / 160-180 count 1.25-1.35



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 Lady of Grace 29,800/ Luso American II 20,400/ Mary Elizabeth 4,600/ Maureen S 18,900/ My Way 16,500/ Sao Paulo 21,500/
 Seel 31,700/ Susie K 16,000

TOTAL 277,600 lbs

24,500 lbs	Haddock Large & Scrod .85-1.25
125,300 lbs	Cod Whale .80-1.05/ Large 1.00-1.15/ Markets 1.00-1.20/ Scrod .80-1.20
3,500 lbs	Georges Lemonsole / LBB / Small BB 2.10/ PW .60
16,600 lbs	Blackbacks Large 2.00-2.40/ Small 1.00-2.30/ PW .60-80
2,500 lbs	Dabs Large .60-1.00/ Small .50-80/ PW .60
31,900 lbs	Sand Dabs .95-1.10
73,300 lbs	Yellowtail 100-120 count 1.52- 1.70/ 130-150 count 1.50/ 140-160 count 1.55/ 160-180 count 1.45-1.60

Jan. 28, 1991

Monday

Ana Palmira 20,300/ Curlew II 24,100/ Exact 23,000/ Lisbon 17,300/ Praia Da Torreira 13,700/ Senhora Da Boa Viagem 23,400

TOTAL 121,800 lbs

5,800 lbs	Haddock Large 1.00-1.05/ Scrod .80-1.00
62,600 lbs	Cod Whale 1.00/ Large 1.00-1.25/ Markets 1.00-1.30/ Scrod 1.00-1.30
9,300 lbs	Georges Lemonsole 2.00-2.20/ LBB 1.50-2.20/ Small BB 1.05-2.00
4,000 lbs	Blackbacks Large & Small 1.00-2.50/ PW 1.00
1,900 lbs	Dabs Large 1.00/ Small .80-1.00/ PW .60-1.00
11,500 lbs	Sand Dabs 1.00-1.10
26,700 lbs	Yellowtail 100-120 count 1.35-1.40/ 160-180 count 1.00-1.25

Cidade De Aveiro 17,100/ Humbak 31,000/ Marlu 20,000/ Sao Marcos 21,000/ Sea Breeze 20,000/ Southern Crusader 23,200/
 Sunflower 22,400/ Triunfo 24,500/ TOTAL 63,000 LBS

10,000 lbs	Haddock Large .60-80/ Scrod .50-60
39,800 lbs	Cod Whale .60-1.00/ Large .60-1.20/ Market .50-1.20/ Scrod .50-1.20
2,000 lbs	Georges Lemonsole Large & Small 2.00/ PW .60
4,100 lbs	Blackbacks Large .80-2.00/ Small .40-2.00/ PW .20-1.20
1,000 lbs	Dabs Large .70-80/ Small .40-50
57,800 lbs	Sand Dabs .20-70
64,500 lbs	Yellowtail 100-120 count .60-1.35/ 160-180 count 1.00-1.25

Cidade De Aveiro 17,100/ Costa Da Gale 22,700/ Iberia II 26,500/ Mischief 19,700/ Sao Marcos 16,500/ Shantelle & Nancy 19,900/

Vila Da Murtosa 8,600

TOTAL 39,000 LBS

2,000 lbs	Haddock Large .60-1.00/ Scrod .50
37,700 lbs	Cod Whale .80/ Large .70-1.00/ Market .60-1.05/ Scrod .40-1.00
4,200 lbs	Georges Lemonsole / Large / Small 2.50/ PW .60
7,200 lbs	Blackbacks Large .80-2.50/ Small .60- 2.50/ PW .40-1.00
40,000 lbs	SandDabs .15-40
39,900 lbs	Yellowtails 100-120 count .75-1.00/ 160-180 count .55-.65

Galaxy 8,600/ Lucky Venture 23,100/ Thor 25,000 TOTAL 56,700 LBS

Feb. 1, 1991

Friday

2,100 lbs	Haddock 1.00
25,900 lbs	Cod Large 1.10-1.20/ Market 1.00-1.25/ Scrod 1.00-1.10
2,000 lbs	Georges Lemonsole Large & Small 2.25/ PW 1.00
1,200 lbs	Blackbacks Lg 2.00/ Small 1.75-2.00/ PW 1.75
1,500 lbs	Pollock .50
15,000 lbs	SandDabs .29-50
9,000 lbs	Yellowtails 100-120 count .92-1.25/ 130-150 count 1.10/ 160-180 count .90-1.00



WANTED **OFFSHORE FISHING PHOTOGRAPHS & VIDEOS**

The New Bedford Seafood Festival is being devoted to the hard working men and women who bravely make their living on the sea, bringing in the freshest of fish and scallops which in turn help our communities prosper.

How else with photographs and videos can we portray your hard work. With your support we are looking to develop a photo and video exhibit which will show thousands of folks during the festival August 16-18th what it takes to bring in the best in seafood.

If you have photographs and videos you would like to share with us please call 996-9109. Hope to hear from you!

On Station

By Kenneth Brierley

Reprint with permission from *SEA HISTORY*

To the ocean-going ship captain, Cape Cod has not the bent-arm shape so familiar to shore-bound New Englanders. Of more importance to the mariner is the underwater configuration of that Massachusetts promontory and in that respect the Cape has more the appearance of an anchor. Opposing the visible "forearm" is an "anchor fluke" that thrusts menacingly southward, past Nantucket Island and down toward the North Atlantic shipping lanes, posing a clear danger to vessels, both coastal as well as those on their way to and from New York.

The distance from land as well as the ocean bottom condition of these South Shoals ruled out the building of a lighthouse as a navigational marker.

The alternative—in an era long before anyone had thought about or learned to build an offshore platform—was a floating lighthouse. And so, in 1854, Nantucket New South Shoals lightship station was established. Its first vessel was a 320-ton wooden-hulled schooner. Atop her two masts were distinctive shapes ("daymarks") to more easily identify her in daylight when still hull-down to any approaching ship. At night, two oil-burning lanterns, one on each mast, cast their beams on a clear night a distance of twelve miles. In fog, the lightship could warn approaching vessels away from the shoals by ringing its thousand-pound bell.

The Nantucket New South Shoals station was not the first but it was the most exposed. Its initial position was twenty miles out into the

Atlantic from Nantucket Island and in later years it was moved even further away as the shoals crept southward. By 1955, the station lightship was anchored more than sixty miles at sea.

The first lightship had been stationed in Chesapeake Bay as early as 1820 and three years later the first "outside" vessel was placed off Sandy Hook to mark the entrance to New York. By 1854, forty-three stations dotted the East Coast. All of these ships were sailing craft and life aboard them was a combination of dullness, discomfort and danger.

In those early years, when oil lamps were used, shipboard routine called for lowering the lights at sunrise and, after breakfast at 0630 the lamps (there were eight per lantern) would be removed, cleaned and refilled. This task would be completed by mid-morning and the crew would then turn to on ship clean-up. By noon, except for those standing watches, time would hang heavily on the crew's hands. Hobbies were popular during such periods, and on the Nantucket lightship the most noted one was the weaving of baskets. Round in shape and nested in groups of five, these were later sold in the shops on the island providing added income for their makers.

One marvels at the thought of a craftsman performing any such tasks when his workplace, even though anchored, was always moving. A constant up and down motion would be wearing enough but one account describes a far more lively action: "the ship would stay on an even keel for a few moments and then, suddenly, roll to starboard or port

dipping her scuppers in the sea!"

This description of rolling and pitching referred of course to good weather conditions. From them one can imagine how these ships behaved when struck by a northeaster. In December of 1895 the *Boston Globe* reported on a fierce northeast storm that had begun on a Tuesday. On successive days the continuance of the storm was reported and on Sunday, under the headline "NO LET UP, Mad Frolic of Wind and Sea Continue," the following item was included: "LIGHTSHIP IN POLLOCK RIP. It can't be seen but the men on it must be having an awful experience. Gale increasing."

Meals, which might at first be thought welcome breaks in the long day, took on a monotony of their own with frequent servings of "scouse," a mixture of salt beef, potatoes, onions and sea biscuit; and "duff," dumplings with a sauce of melted brown sugar. The latter might, for variety, be upgraded to "plum duff," by the addition of raisins or "Nantucket raisins" (dried apples). Lack of refrigeration restricted the larder to salted or dried comestibles.

In the early years, these aggregate discomforts must have seemed endless since a tour of duty lasted four months! At its completion, one received two months on shore, then returned to the ship for another four months out on station.

Later on, monotony and discomfort, though not disappearing, eased somewhat as sail gave way to steam or diesel engines, ships got bigger, food got better, bunks wider and duty periods became shorter (three weeks on; one week off).

What did not change was the constant presence of danger.

First there was the sea itself. When whipped to fury by gales or, even worse, hurricanes, lightships took tremendous punishment.

Boarding seas could and did sweep decks clear of boats, deckhouses and fittings while heaving waves might spring a once-tight hull.

While the early vessels, having only sails, could not keep way on to prevent anchors from dragging, even the later steam powered vessels sometimes fared little better. In September of 1928 a hurricane had raged for two days off the North Carolina coast. Out on Diamond Shoals station, Light Vessel 105 had her engine running full ahead to fight the wind and sea and still her anchors would not hold. Before the ship had slipped the five miles into the breakers of Diamond Shoals, off North Carolina's outer banks, her boats, ventilators and antennas had been torn away and water in the bilges had crept above the fire room floor plates. Then a shift in the wind carried the vessel off the shoals and sixty miles out to sea. Finally, with the winds abating, the ship was able to set and hold a course for Portsmouth, Virginia for repairs.

In the fifty years between 1864 and 1911 seven lightships were lost to the rages of the sea. Four of these were schooner rigged, the rest steam powered. When it struck, the sea gave little preference to the type or age of its victim.

A further hazard at sea was ice, either floe or sheet. In 1918, Light Vessel 6, caught in moving ice, was reported as being dragged eastward from its Cross Rip station. Other vessels were dispatched to search for the stricken vessel, but no trace of her was ever found.

The sea however was not the only enemy or the most feared. A greater threat was collision. Dead in

the water and representing a known navigational position, the lightship was a target for the very ships it was designed to save: ships steering for the center of a safe channel. The early oil-lamp lanterns had a calculated range of twelve miles but in heavy seas, that distance could be halved before a lookout might see that light. Add mist or fog and even that maneuvering room could be lost. Write into the scenario the presence of a raging storm and an approaching vessel under sail, and therefore not readily maneuverable, and all the conditions for a collision would be present.

From the time that lightships were designated by number (a practice that began in 1867), fifty-five were sailing vessels and among this group of ships, a total of 129 collisions occurred in the early years, in part reflecting the heavier maritime traffic of the period. Light Vessel number 5 for example, that spent most of its years on Cross Rip station, Massachusetts, the victim of twenty-two collisions, reported in the year 1883 that 20,000 vessels had passed that station!

Gradually, improvements were made to ship's lights, but more important, entirely new devices were added to their equipment to increase their warning range. First came the submarine bell whose signal could be heard by ships fifteen miles away irrespective of atmospheric conditions. Still later the submarine oscillator extended their warning range to sixty miles. Then, by combining distance measurements obtained from these devices with radio beacon readings, an oncoming vessel could plot range and bearing to the lightship.

Still, there were collisions. In May 1934, the 47,000-ton British liner *Olympic* had crossed the Atlantic under overcast skies, making it impossible for her officers to get a

navigational fix during the entire voyage. On the 15th of the month, now in a dense fog that reduced visibility to half the ship's length, the huge vessel was feeling its way to the outer end of the sea lanes to New York: the two five-mile-wide paths marked for east- and west-bound traffic. Between these two lanes was a separation zone two miles wide and in this "neutral" territory Light Vessel 117 was anchored on Nantucket station and fairly alive with signals announcing her presence. Her diaphone fog signal was blasting out every thirty seconds, the submarine oscillator sounding every ninety seconds and her radio beacon was in operation.

On board the *Olympic*, the lightship's radio beacon signals had been picked up and, with bearings taken on the vessel's wireless transmissions, the liner, with its speed reduced to three knots, homed in on its sea-lane target. Suddenly, cries from the lookouts on the bow of the *Olympic* announced the lightship's presence and despite orders for full speed astern, the knife-like bow struck the Nantucket amidships, cutting the small vessel in two. The time was 11:30 AM.

On the lightship, the warnings of the impending collision were equally brief. Some crewmen heard a ship's whistle, then silence followed by the hiss of a bow wave. Then the six-story-high hull broke out of the fog before them. An instant later it plowed into the port side amidships exploding the Nantucket's boilers as it sheared through the small ship. Four men, trapped below, lost their lives as the two halves of the vessel went down in thirty fathoms of water. Of the rest of the crew, who were thrown or jumped into the water, seven were recovered but only four lived.

Why, when the *Olympic* was fully aware of the lightship's presence

and position, aided as it was by up-to-date signalling devices, did such a collision occur? The only conclusion that could be reached was that the *Olympic*, following what seemed to be common practice, had used the Nantucket's position as a target, expecting to pass clear after a visual sighting had been made.

Understandably, fog was a major fear of lightship crews on exposed stations, but it was not always a factor in collisions. In December 1935, the British freighter *Seven Seas Spray* was outward bound from Boston to Balbao, Spain with a cargo of scrap iron. It was 9:30 AM, the sea was calm and visibility was five miles. Suddenly, just as the freighter had dropped the harbor pilot and was passing Boston lightship, it lost steering control, veered sharply to starboard and crashed into Light Vessel 54 amidships. The alertness of the *Seven Seas* skipper, to keep some way on and hold the bow of his ship in the hole in the side of its victim, enabled crewmen to plug the gash that extended two feet below the waterline with bags of coal and thus keep the lightship from sinking.

While some 150 major collisions are a matter of record, an untold number of minor bumps or near misses attest to the potential for disaster. Ambrose lightship, in the middle of the mere 2,000-yard wide channel into New York harbor, was

probably the most-bumped vessel in the world, averaging, it was claimed, three bumpings each week. Near-misses were equally startling, as for example the time that the US carrier *Enterprise* steamed between a channel buoy and the lightship. "Like being passed by the Empire State Building!" said one crewman.

The replacement of ships—begun with the early versions of lighted horn and whistle buoys—accelerated with the entry of the so-called "Texas Towers" and, still later, the Large Navigational Buoys (LNBS).

"Texas Towers," taking their name from the offshore oil drilling platforms that first appeared in the gulf, replaced seven ships in the early nineteen-sixties, and provided a far different life for their crew (lightkeepers). To begin with, the platform, fully 120 feet above sea level, was stable! Although it might shake a bit in a gale, at other times the pool table in the crew's lounge was rock solid. The platform was also big enough to provide a landing for helicopters to bring mail and groceries and fly the lightkeepers in and out on duty rotation, now two weeks at sea and two ashore. Below the main deck, a service platform provided an ideal jogging track!

But the Texas Tower did not mark the last page of lightship history. The early 1970s saw the development of the "Large

Navigational Buoy," an unmanned floating platform forty feet in diameter with a 40-foot light tower, fully automated to provide the light signal, a radar ranging device (RACON), radio beacon signals and a fog horn.

The last lightship replacement was Nantucket. Giving over to a LNB in December 1983, Light Vessel 613 was the twelfth and last vessel to serve on that station over its eventful 120-year history. Only three other stations had been maintained longer: Ambrose off Sandy Hook, Cross Rip in Tuckernuck Shoal, off Nantucket, and Five Fathoms Bank off Cape May. For the final eight years, Nantucket was the only vessel on the Light List. Her last sister vessels, Portland and Boston, had given way to LNBs in 1975.

A final footnote to the lightship era took place in 1987 when the Texas Tower that had replaced Ambrose lightship was placed on full computer control, its crew permanently removed. The last vestige of a lonely life on a navigational station at sea was gone.

Mr. Brierley has written on maritime subjects for a number of publications. His interest originated in naval service in the South Pacific in World War II.

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Directions To Nantucket Anyone?

During this past Christmas eve night as a local business was getting ready to close down business and head home, it was visited by a lost driver. The middle-aged visitor wandered in to get directions about where he can catch a boat to Nantucket. Surely that was easy directions thought the elderly man in a red cap behind the counter. He gladly told the lost wanderer, "just head down route 6 to the New Bedford waterfront and you will see the boat." The lost driver thanked the old fellow, wished him happy holidays and went on his way to follow those directions. It was sometime later, but obviously the elderly man behind the counter found out New Bedford no longer has a ferry bringing people to Nantucket. He received this reply.

Nantucket 1/3/91

Dear Sir in the "Red" hat at
---:

I want you to know . . . I finally arrived on Nantucket, 12 days late, with a red frostbitten-nose and smelling like rotten fish. My wife accused me of getting drunk in some sleazy --- house. Fishscales are still blocking my hearing. I have to sit on a pillow. My nose is

turning violet in color.

You sure give some awesome wicked directions, my dear sir . . . I found my way to the waterfront in New Bedford, just as you told me. Parked the car and saw many many boats. I had a choice; why everyone must go to Nantucket; I thought. I told one of the men on this one boat where I wanted to go and he told me to jump aboard, but told me that first the boat had to stop at "Georges Bank". That must be a bank on Nantucket, I thought. Soon we took off. Two days later I asked the skipper when the hell we would get there. He told me in about three hours. "Good", I thought, my wife will be UPSET. I was super UPSET. The pointsetta was looking sick and so was I.

We arrived and so did tons of fish, but no Nantucket. The skipper gave me a pair of leaky rubber boots, a plastic bag with a hole for the head and a super dull knife. For the next eight days and nights, I cleaned fish; ate fish and threw up fish due to the waves. I fell into the hold and was bitten by a pack of hungry huge lobsters. The crew made me cook two dinners. I was sick of fish. I made pancakes both times. The skipper hit me in the head with the skillet. I did not cook anymore. I was stationed on so-called "poop

deck" where I froze . The plastic did not retain the heat, but kept the spray off. It was not at all pleasant. Those "directions" were some directions pall!

On the morning of the 12th day we arrived in Nantucket. My wife was waiting at the deck. I was stuck to the "poop rail". I waved, she spat. Once at the dock, I handed her the sick pointsetta and she hit me in the head with it. Same spot where the skillet had landed. The skipper gave me a bill for \$296.50 for transportation. He told me that the room and board was free.

So my friend, when you come to Pittsburgh, look me up and I will give you directions to DesMoines, Iowa by way of Saudi Arabia.

Ever Gratefully,

H. Hassenheffer

P.S. I understand that my car is on the way to the Azores atop M/S Portugalia. I certainly will not ask you how I can get it back!

FROM THE GALLEY

Recipes Featuring
The Best From The Sea
Landed By New Bedford Fishermen

YOU'RE INVITED!
Seafood Recipe Contest
Sponsored by
Cuttyhunk Coldwater Seafood
of Mattapoisett

**Congratulations to Rose Trahan of Acushnet
for submitting this great seafood recipe**

Fish Fillets in Tomato-Wine Sauce

4 fillets of white fish (1-1 1/2 LB)
1 can (16 oz) stewed tomatoes
1 tsp dried basil leaves
1/2 Cup dry white wine or vermouth
freshly ground pepper to taste
2 T grated parmesan cheese
2 T pitted chopped black olives (optional)

Preheat oven to 350 degrees. Pour 1/4 cup of liquid from tomatoes into a 9 X 13 X 2 1/2" baking dish. Add fish in a single layer - pour wine over them. Mash stewed tomatoes and spoon on top of fish - sprinkle with basil, pepper, grated cheese and olives. Cover with foil and bake for 15 - 20 minutes or until fish flakes.

In microwave - bake 10 minutes turn dish at first 5 minutes let stand at least 3 minutes before cooking.

Serves 4 — 162 calories per serving.

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Book Watch

Provided By Benjamin Baker
Baker Books

Herreshoff of Bristol, Maynard Bray and Carlton Pinheiro, pub by Woodenboat Publications

This well illustrated large format book is the most recent and complete account of the Herreshoff family's contribution to yacht and boat building. Starting with the boatbuilding of John Brown Herreshoff in the 1850's the recounting a unique part of maritime history begins. The location is Bristol, RI, which is familiar to us that know Narragansett and Mount Hope Bays. John's younger brother Natanael, known as Capt Nat, became involved in Herreshoff Manufacturing to assist his older brother as he became blind, yet continued to build.

The fame of this family's yacht and boat building is known in part because of the small boats designed and built to sail "local" waters, such as the S Boat and 12 1/2, both classes still represented by Bristol-built hulls on Buzzards and Narragansett Bays. At the other end of the scale, several cup defenders were designed and built in Bristol. RESOLUTE in 1914, and ENTERPRISE in 1930, were two of the several. The book has many photographs previously not published documenting the building of these and many other hulls.

Also documented are the various stages of the company, which started by designing and building steam powered boats. It was an unfortunate accident with a steam engine that perhaps unleashed the expertise in sail boat design. Power boats from the commuter launches to ocean going yachts were designed and built in Bristol. One of Bristol's last boat building enterprises was the construction of PT and AP (Coastal transports) during World War II and Air-Sea Rescue boats in 1946. Unfortunately Herreshoff Mfg Co did not survive, yet one can still get a glimpse of the era not only from this excellent book, but also a visit to the Herreshoff Marine Museum located in some of the old Mfg Co. buildings. Carlton Pinheiro is curator of the museum and obviously has a unique advantage in gathering the material which makes this book a must in serious collections on yacht and boat design and building history.

Maynard Bray claims L. Francis and Nathanael as his mentors. For those who may know of Maynard's contribution to Woodenboat Magazine, will see that he learned well. I've watched and listened to Maynard when he has been around Herreshoff boats. His knowledge is intense and so is love for the art and science that the unique institution, Herreshoff Manufacturing Co, has contributed to american yacht and boat building. Two well qualified individuals teamed to produce a superb history.

An Introduction to Yachting, by L. Francis Herreshoff

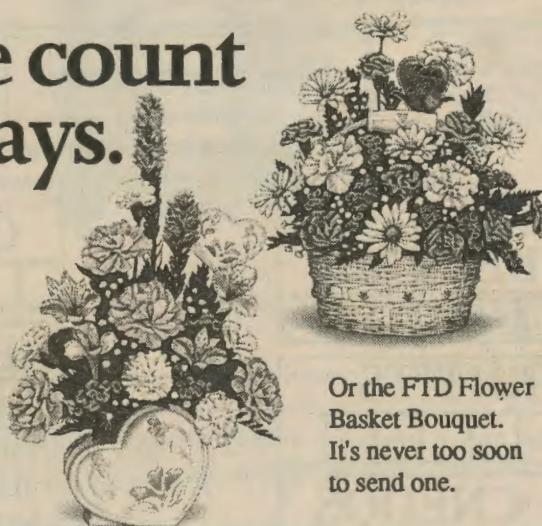
First published in 1963, L. Francis, son of Capt. Nat Herreshoff, wrote a history of yachting from the perspective of a well respected designer in his own right. TICONDEROGA, still seen in these waters is one of his designs. Sheridan House has reissued the original version of the book. This makes an interesting companion to the history Herreshoff mfg Co a contributor to many of the exploits discussed in this "introduction".

There are two other books by L. Francis, Capt. Nat Herreshoff. The Wizard of Bristol and The Comleaf Cruiser. The Art, Practice and Enjoyment of Boating, which are excellent additional insights to the Herreshoff era. Through the auspices of the Herreshoff Marine Museum, with Halsey Herreshoff continuing in the family tradition of designing, involvement with building and always a hand in a US cup defense, challenge, and again defense the light still glows. When one watches the performance of these "old" boats vs some of the "new" designs, one knows the light will never go out.

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Barnacle Word Games

Designed to pass the time away in the wheelhouse

Word Search

Hidden in the search grid are words that remind us of the events of February, like Heart Month, Valentine's Day, and some important birthdays. If you find all of the words, left-over letters have a message that is appropriate for this month.

A S H W E D N E S D A Y G
 B T E A K I S S E S O R E
 R A A L I G H T R B O W O
 A K R K E S G E O U D E R
 H A T O M D W I N C A R G
 A E M E B O O F D I P U C E
 M Y O E L O H E A L T H W
 L P N F T O E C A L O O A
 I U T R G H I S O N D L S
 N E H D F E Y V E A L E H
 C F A B A A E S H U G S I
 O Y Y A T L T S T O U T N
 L W B L H C H E R R Y E G
 N O L L E A B E N U F R T
 L R O A R O N G T N O O O
 M R O D E S R E T T E L N
 Y A D S E N I T N E L A V

Abraham Lincoln (Feb. 11)	Hard
Amethyst (birthstone)	Heal
Arrow (Cupid)	Health
Ash Wednesday	Heart Month
Ballads	Honest (Abe)
Bow	Hugs
Blood (pressure)	Kisses
Cherry (tree)	Lace
Cholesterol	Letters (love)
Cupid	Light (food)
Diet (healthy)	Love
Father (of his country)	Poems
Flowers	Red
Fun	Roses
George Washington (Feb. 18)	Run
Groundhog Day	Shadow
	Valentine's Day
	Violet (flower of the month)
	Walk



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The Scrambler

Unscramble the words below, one letter to each square to form everyday words.

1. BEMGAL
2. RHTITS
3. CNEDOS

4. GREDI

--	--	--

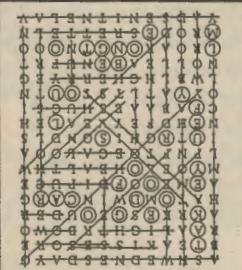
5. AEBTA

--	--	--

Now unscramble the circled letters to form the mystery word.

Mystery Word

--	--	--	--	--

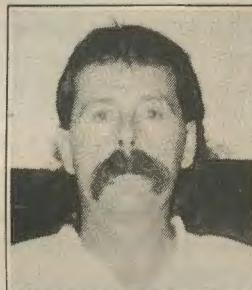


ANSWERS

Scrambler
 1. Grapple
 2. First
 3. Second
 4. Hodge Podge
 5. Abalone
 dragger
 Hidden message: Take good care
 of yourself, you belong to me!

"Dockside Expressions"

This Week's Barnacle Question: Are you in favor of the emergency management proposal for the scallop fishery which calls for a 9 men crew limit, 9,000 lbs trip quota, 6 day layover and a 2 year limited entry of any new vessel and why?



Tom Hogan
F/V Endurance

"I am in favor of a 9 man crew limit. There's not enough out there for more than 9 men, to be truthful with you. I am not in favor of a 9,000 lb. quota. The gang on deck will not make any money. Yes, I am in favor of a 6 day layover. Some boats go trip to trip, that's what got the industry in the mess it's in today. A boat will come in today with 10,000 lbs. and go right back out there tomorrow. That's why the beds out in George's are the way they are. Yes, I am in favor of a 2 year limited entry plan."

Osby DePriest, Jr.
F/V Montreal

"Yeah, limited entry sounds unfair, but regulates the number of fishing vessels in the fleet. The rest of the plan I have no disagreement with. They have to be regulated, there has to be a conservation effort made. They did it years ago with a 10,000 lb. limit. It worked for a reason and it should work again."



James Gamache
F/V Lusitano

"I am in favor of 9 man crew limits. 9 men is plenty to get a trip in. I am against a 9,000 lb. quota because the guys on deck are out there in 60 mile an hour winds, below zero wind chill factor, freezing up and risking their lives. The expenses will be paid, but the guys won't make any money. I am for limited entry. Right now there are way too many boats in the fleet, half the boats are raping and pillaging the bottom of the ocean."



Karen Gomes
Dockside Reporter

"I am in favor of a 9 man crew limit. There's

Dennis Neveu
F/V Deesie

"Well, that's kind of a split decision, some parts I am for. The limited entry thing just doesn't seem right to me. You are going to hurt a lot of boats, and a lot of people will lose their jobs."



Edward (Mac-a-dew) Combs
F/V Elizabeth C.

"Yes I am in favor of it but not all of it. The 9,000 lb. limit, I feel if they can get more than 9,000 then go ahead and get it. 9,000 lbs. isn't always enough to meet your bills. I feel if they can get more they should be able to go out there and get it."



Larry Svehla
F/V Fearless

"Yes, I am in favor of it, because they should limit the amount of scallops caught and brought in."

Hello Everyone,

"DOCKSIDE EXPRESSIONS" is the Barnacles' newest feature. This feature will give you the opportunity to voice your opinion, and get your picture in the Barnacle! Each issue I will ask a different question. Every other issue, the question asked will be on a lighter note. Your wives and girlfriends can also voice their opinions, and have their pictures in the Barnacle too!!!

I found the task of developing **"DOCKSIDE EXPRESSIONS"** to be a very interesting one. A special "thank you" to all the fishermen appearing on this page, and to Kathy and Janis at the Seabreeze Pub. You were all so friendly and helpful! Unfortunately, I did run into problems with my camera, so therefore, I am missing the pictures of James & Dennis. I urge you both to contact the Barnacle and I promise to get your pictures in an upcoming issue. Sorry guys, please accept my sincere apology.

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Calender of Events

February 13, 1991, TENTATIVE DATE

Groundfish Committee Meeting

New England Fishery Management Council

Call (617) 231-0422 to confirm date/location

February 20-21, 1991

New England Fishery Management Council Meeting

Call (617) 231-0422 for details

March 12-14, 1991

Boston Seafood Show

Hynes Convention Center, Boston

Details: 207-772-3005

Dec-March

5-1/2 inch mesh regulation in effect

Nantucket Shoals area

Quantos Irao Amarrar Ao Cais?

By José Vinagre

O Conselho de Pescas da Nova Inglaterra que é um braço do Departamento de Pescas Marítimas poderá perder a sua posição autoritária se o volume de peixe pequeno continua a ser apanhado. Não é segredo que o volume de peixe acessível cada vez é mais escasso, e a entidade oficial tem na sua pasta de serviço uma lista de medidas que visam a protecção das espécies.

Numa conferencia publica levada a efeito no dia 8 de Janeiro varias medidas foram apresentadas que entre as quais focamos: LIMITAS A ENTRADO de novas unidades pesqueiras, COTAS, AUMENTO DO TAMAÑO DA MALHA, FECHAR mais zonas de pesca, e LIMITAR o numero de viagens ou o numero de dias que alguns barcos podem pescar durante um época determinada. A meta inicial é de reduzir em pelo menos 50% a mortalidade de bacalhau pequeno, num prazo de 5 anos, 10% por ano. O grau de mortalidade, ou seja o peixe que é apanhado e subsequentemente atirado fora devido ao seu tamanho, é calculado por uma formula baseado em termos economicos ebiologicos. Ou seja: por cada tonelada de peixe descarregado, é calculado que uma grande percentagem de peixe pequeno foi apanhado mas que devido a sua pequenez foi descartado.

A crise que se sente em terra, crise economica, tem também a seu lado uma crise biologica nas profundidades do mar. A ultima, irá sem duvida ser afectada quando

as medidas de protecção forem implementadas. Uma coisa é certo: antes do fim do ano algumas das propostas apresentadas serão postas em vigor. O pescador pergunta, QUAIS?

O que se passa agora não é uma afinação ao plano de pescas do arrasto, pelo contrario, é uma revisão completa, ou uma alteração a maneira como as pescas teem sido dirigidas. Os responsaveis dizem-nos que estas alterações são inevitaveis e que conseguirão a longo prazo aumentar os cardumes, melhores viagens, e condições economicas mais favoraveis aqueles que ainda se aguentarem daqui a alguns anos.

O que está a acontecer com o sector do arrasto, irá modificar drasticamente a industria da pesca nesta região.

O Presidente da Assembleia que dirigiu os trabalhos no dia 8, Sr. David Borden disse "que é possivel assumir o facto de que alguns barcos terão que amarrar ao cais, impossibilitados de trabalhar dentro do plano de pescas agora apresentado." E adiantou que "têm havido ameaçados, directa e indirectamente da parte de entidades superiores, que se o

Conselho de Pescas da Nova Inglaterra não iniciar o processo de revitalização do sector do Arrasto, que outra entidade superior o fará. Nós trabalhamos debaixo da direcção do (National Marine Fisheries Service) serviço nacional de pescas marítimas, e somos ordenados a elevar o nível das pescas. Pensamos que é preferivel seguir com o processo que estamos a preparar dentro deste formato do que entrega-lo a outros, como por exemplo "O Congresso" ou o "Departamento do Comercio", entidades essas que não estão devidamente preparados para lidar com problemas regionais." Mesmo quando a multidão de 200 pescadores, na sua maioria de Gloucester, confrontou o comité do arrasto, os membros não recuaram na sua intenção de por em practica um programa de protecção as espécies que irá afectar grandes sectores da industria.

Em qualquer dos casos: cotas, aumento da malha, zonas fechadas, limite de viagens ou qualquer combinação, a curto prazo o pescador irá sentir o impacto de pescas reduzidas.

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